

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

87

Southampton County
City of Franklin
Town of Boykins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- North
 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
-  US Route
-  Virginia State Route
-  Frontage Road (F precedes frontage route number)
-  Secondary Route

Special Routes

- Bus
 Bus - Business Route
-  Bypass - Bypass Route
-  Truck - Truck Route
- ALT
 ALT - Alternate Route
- Wve
 Wve - Wve Route connector
-  P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
-  The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Southampton Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
	From: North Carolina State Line																
35	Southampton County	1.40	1800	G	86%	1%	1%	1%	11%	0%	F	0.087	F	0.551	1800	G	
	To: SCL Boykins																
35	Town of Boykins (Maint: 87)	1.24	1800	N	86%	1%	1%	1%	11%	0%	N	0.087	N	0.551	1800	N	
	To: SR 186																
35	Town of Boykins (Maint: 87)	0.49	4600	G	86%	1%	1%	1%	11%	0%	C	0.092	F	0.555	4600	G	
	To: NCL Boykins																
35	Southampton County	4.93	1800	G								NA			1700	G	
	To: 87-693																
35	Southampton County	5.15	1900	G								0.113	F	0.606	1900	G	
	To: US 58 West of Courtland																
35	Southampton County	2.03	3900	G	91%	1%	1%	0%	6%	0%	F	0.095	F	0.545	3900	G	
	To: CL Courtland																
35	Town of Courtland (Maint: 87)	0.14	3900	N	91%	1%	1%	0%	6%	0%	N	0.095	N	0.545	3900	N	
	To: BUS US 58																
35	Town of Courtland (Maint: 87)	0.59	5400	G	77%	1%	1%	1%	20%	0%	F	0.077	F	0.516	5500	G	
	To: NCL Courtland																
35	Southampton County	0.10	5400	N	77%	1%	1%	1%	20%	0%	N	0.077	N	0.516	5500	N	
	To: 87-616 North of Courtland																
35	Southampton County	6.18	2200	G	77%	1%	1%	1%	20%	0%	C	0.073	F	0.510	2200	G	
	To: 87-653 North of Sebrell																
35	Southampton County	3.94	2100	G	77%	1%	1%	1%	20%	0%	F	0.071	F	0.581	2100	G	
	To: Sussex County Line																
	From: Greenville County Line																
58	Southampton Pkwy	5.44	16000	G	88%	1%	0%	1%	10%	0%	F	0.070	F	0.574	16000	G	
	To: W 87-615																
58	Southampton Pkwy	4.72	16000	G	88%	1%	0%	1%	10%	0%	F	0.071	F	0.534	15000	G	
	To: 87-659																
58	Southampton Pkwy	5.55	16000	G	88%	1%	0%	1%	10%	0%	F	0.074	F	0.551	16000	G	
	To: WCL Capron																
58	Southampton Pkwy	Town of Capron (Maint: 87)	0.14	16000	N	88%	1%	0%	1%	10%	0%	N	0.074	N	0.551	16000	N
	To: 87-653 Capron																
58	Southampton Pkwy	Town of Capron (Maint: 87)	0.15	15000	G	88%	1%	0%	1%	10%	0%	F	0.071	F	0.526	14000	G
	To: ECL Capron																
58	Southampton Pkwy	Southampton County	5.56	15000	N	88%	1%	0%	1%	10%	0%	N	0.071	N	0.526	14000	N
	To: SR 35 & 58 Bus W of Courtland																
58	Southampton Pkwy	Southampton County	3.46	18000	G	88%	1%	0%	1%	10%	0%	F	0.076	F	0.505	17000	G
	To: Bus US 58 East Of Courtland																

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							2Axle	3+Axle	1Trail	2Trail						
58	From: [] Southampton County	2.34	21000	A	88%	1%	0%	1%	10%	0%	C	0.105	A	0.618	20000	A
58	To: [] Southampton County	0.16	18000	G	88%	1%	0%	1%	10%	0%	F	0.105	N	0.618	17000	G
58	From: [] Southampton Pkwy Southampton County	3.74	21000	G	88%	1%	0%	1%	10%	0%	F	0.076	F	0.506	20000	G
58	To: [] Southampton County	3.02	18000	G	88%	1%	0%	1%	10%	0%	F	0.069	F	0.518	17000	G
58	From: [] Clay Street Southampton County	2.32	2900	A	98%	1%	0%	0%	0%	0%	C	0.117	A	0.537	3200	A
58	To: [] Clay Street City of Franklin	1.18	3100	G	98%	1%	0%	0%	0%	0%	F	0.090	F	0.576	3500	G
58	From: [] Clay Street City of Franklin	0.58	4600	G	98%	1%	0%	0%	0%	0%	F	0.093	F	0.544	5200	G
58	To: [] Clay Street City of Franklin	0.35	4000	G	98%	1%	0%	0%	0%	0%	F	0.098	F	0.593	4500	G
58	From: [] Clay Street City of Franklin	0.16	2900	G	98%	1%	0%	0%	0%	0%	F	0.091	F	0.526	3300	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5400	G	98%	1%	1%	0%	0%	0%	F	NA		6000	G	
58	From: [] Clay Street City of Franklin	0.17	2700	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.514	3000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4300	G	98%	1%	1%	0%	0%	0%	F	NA		4800	G	
58	From: [] 4th Avenue City of Franklin	0.26	2300	G	98%	1%	0%	0%	0%	0%	F	0.082	F	0.576	2600	G
58	To: [] Mechanic Street City of Franklin	0.10	4000	G	98%	1%	0%	0%	0%	0%	F	0.096	F	0.634	4500	G
58	From: [] Mechanic Street City of Franklin	0.19	11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G
58	To: [] Southampton County	0.03	11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G
58	From: [] Lee Street City of Franklin	0.16	1600	G	98%	1%	1%	0%	0%	0%	F	0.112	F	0.677	1800	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		4300	G	98%	1%	1%	0%	0%	0%	F	NA		4800	G	

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							2Axle	3+Axle	1Trail	2Trail						
Bus 58 High Street	From: Lee Street City of Franklin	0.27	2500	G	98%	1%	1%	0%	0%	0%	C	0.100	F	0.644	2700	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			5400	G	98%	1%	1%	0%	0%	0%	F	NA		6000	G	
Bus 58 35	From: US 58 West of Courtland Southampton County	2.03	3900	G	91%	1%	1%	0%	6%	0%	F	0.095	F	0.545	3900	G
Bus 58 35	From: WCL Courtland Town of Courtland (Maint: 87)	0.14	3900	N	91%	1%	1%	0%	6%	0%	N	0.095	N	0.545	3900	N
Bus 58	From: SR 35 Courtland Town of Courtland (Maint: 87)	1.10	6600	G	91%	1%	1%	0%	6%	0%	C	0.08	F	0.52	6700	G
Bus 58	From: ECL Courtland Southampton County	1.18	6600	N	91%	1%	1%	0%	6%	0%	N	0.08	N	0.52	6700	N
186	From: North Carolina State Line Southampton County	2.98	1200	G	76%	1%	1%	1%	22%	0%	C	0.091	F	0.566	1200	G
186	From: WCL Branchville Town of Branchville (Maint: 87)	0.62	1200	N	76%	1%	1%	1%	22%	0%	N	0.091	N	0.566	1200	N
186 Pittman Rd	From: ECL Branchville Southampton County	2.35	2000	G	76%	1%	1%	1%	22%	0%	F	0.098	F	0.543	2000	G
186 Pittman Rd	From: WCL Boykins Town of Boykins (Maint: 87)	0.26	2800	G	76%	1%	1%	1%	22%	0%	F	0.111	F	0.524	2800	G
189 South Quay Rd	From: SR 35 Southampton County	2.20	1900	G	83%	1%	1%	1%	14%	0%	F	0.073	F	0.672	1900	G
189 South Quay Rd	From: 87-714 Pretlow Rd Southampton County	0.22	2500	G	83%	1%	1%	1%	14%	0%	F	0.076	F	0.591	2600	G
258 Smith Ferry Road	From: SCL Suffolk Southampton County	5.28	4300	G	93%	1%	1%	0%	5%	0%	F	0.081	F	0.698	4400	G
258 Smith Ferry Road	From: SR 189 South Quay Rd Southampton County	3.43	3900	G	93%	1%	1%	0%	5%	0%	C	0.090	F	0.631	3900	G
258 Smith Ferry Road	From: 87-684 Dogwood Bend Rd Southampton County	0.29	4400	G	93%	1%	1%	0%	5%	0%	F	0.092	F	0.521	4500	G
258 58	From: US 58 Southampton Parkway; Bus US 258 South St Southampton County	3.02	18000	G	88%	1%	0%	1%	10%	0%	F	0.069	F	0.518	17000	G
Bus 258 South Street	From: WCL Suffolk Southampton County	0.12	5000	N	97%	1%	1%	0%	1%	0%	N	0.093	N	0.516	5500	N
	To: SCL Franklin															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 258 South Street	From: SCL Franklin City of Franklin	0.28	5000	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.516	5500	G
Bus 258 South Street	To: College Drive From: City of Franklin	0.25	9700	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.505	11000	G
Bus 258 South Street	To: Bank Street From: City of Franklin	0.35	9000	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.521	9900	G
Bus 258 South Street	To: Roosevelt Street From: City of Franklin	0.15	8800	G	97%	1%	1%	0%	1%	0%	F	0.092	F	0.531	9600	G
Bus 258 South Street	To: Oak Street From: City of Franklin	0.16	7800	G	97%	1%	1%	0%	1%	0%	F	0.091	F	0.555	8500	G
Bus 258 South Street	To: Pretlow Street From: City of Franklin	0.21	6700	G	97%	1%	1%	0%	1%	0%	F	0.088	F	0.544	7300	G
Bus 258 South Street	To: High Street From: City of Franklin	0.16	3600	G	97%	0%	1%	1%	1%	0%	F	0.086	F	0.568	4000	G
Bus 258 Main Street	To: Main Street From: City of Franklin	0.29	3800	G	97%	0%	1%	1%	1%	0%	C	0.085	F	0.585	4200	G
Bus 258 Second Avenue	To: Second Avenue From: City of Franklin	0.12	5700	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.610	6200	G
Bus 258 Bus US 58	To: Bus US 58 Mechanic Street From: City of Franklin	0.19	11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G
Bus 258 Bus 58	To: ECL Franklin From: Southampton County	0.03	11000	G	98%	1%	0%	0%	0%	0%	F	0.087	F	0.600	12000	G
308 Southampton Correctional Center	To: Isle of Wight County Line From: Southampton County	3.65	530	G	76%	2%	11%	1%	11%	0%	C	0.092	F	0.611	540	G
460	To: Sussex County Line From: Southampton County	3.72	11000	G	89%	0%	1%	1%	9%	0%	F	0.075	F	0.538	10000	G
460	To: WCL Ivor From: Town of Ivor (Maint: 87)	0.65	11000	N	89%	0%	1%	1%	9%	0%	N	0.075	N	0.538	10000	N
460	To: 87-616 From: Town of Ivor (Maint: 87)	0.64	11000	G	89%	0%	1%	1%	9%	0%	F	0.074	F	0.533	10000	G
460	To: ECL Ivor From: Southampton County	3.59	11000	N	89%	0%	1%	1%	9%	0%	N	0.074	N	0.533	10000	N
	To: Isle of Wight County Line															

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(F861)	0.18	NA														
(F863)	0.25	NA														
(F943)	0.42	NA														
(F944)	0.55	NA														
(600)	3.90	130	R													06/03/2003
(600)	5.82	90	R													07/03/2003
(601)	3.60	250	R													06/03/2003
(602)	0.50	230	R													07/03/2003
(603)	2.50	240	G	96%	1%	1%	0%	1%	0%	F	0.141	F	0.657	250	G	2005
(603)	2.17	390	G	96%	1%	1%	0%	1%	0%	C	0.129	F	0.58	400	G	2005
(603)	3.70	400	G	96%	1%	1%	0%	1%	0%	F	0.109	F	0.598	400	G	2005
(603)	1.30	730	G	96%	1%	1%	0%	1%	0%	F	0.088	F	0.576	750	G	2005
(604)	0.01	330	R													07/03/2003
(605)	1.57	210	R													06/03/2003
(605)	1.59	140	G	95%	2%	3%	0%	0%	0%	F	0.145	F	0.644	140	G	2005
(605)	3.20	140	G	95%	2%	3%	0%	0%	0%	C	0.114	F	0.667	140	G	2005
(605)	2.33	110	G	95%	2%	3%	0%	0%	0%	F	0.121	F	0.577	110	G	2005
(606)	4.80	90	R													06/03/2003
(606)	2.70	40	R													06/03/2003
(607)	0.50	110	R													06/03/2003

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						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
(607)	2.20	100	R											NA		06/03/2003	
(607)	2.10	40	R											NA		06/03/2003	
(607)	1.20	220	R											NA		06/03/2003	
(608)	1.40	10	R											NA		05/03/2003	
(608)	2.90	40	R											NA		05/03/2003	
(609)	Popes Station Rd	3.10	90	G	94%	2%	2%	0%	2%	0%	F	0.12	F	0.583	90	G	2005
(609)		3.13	90	G	94%	2%	2%	0%	2%	0%	C	0.124	F	0.727	90	G	2005
(609)		4.50	130	R										NA		05/03/2003	
(609)		1.59	600	R										NA		05/03/2003	
(609)		2.00	380	R										NA		05/03/2003	
(610)		1.20	710	R										NA		05/03/2003	
Town of Courtland																	
(611)		0.18	390	R										NA		07/03/2003	
(611)		0.02	370	R										NA		07/03/2003	
(611)		0.13	1500	R										NA		07/03/2003	
(611)		0.10	610	R										NA		07/03/2003	
Southampton County																	
(611)		2.07	360	R										NA		07/03/2003	
(611)		3.90	160	R										NA		07/03/2003	
(611)		0.90	1000	R										NA		07/03/2003	
(611)		1.50	970	R										NA		07/03/2003	
(612)		1.10	80	R										NA		05/03/2003	
(612)		3.40	30	R										NA		05/03/2003	

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
(612)	8.60	170	R			From: 87-610					NA			NA		05/03/2003	
						To: 87-655											
(614)	2.20	200	R			From: 87-616					NA			NA		06/03/2003	
						To: 87-631											
(614)	1.40	260	R			From: 87-605					NA			NA		06/03/2003	
						To: 87-635											
(614)	3.70	470	G	97%	2%	1%	0%	0%	0%	C	0.102	F	0.638	480	G	2005	
						From: 87-635											
(614)	1.65	830	G	97%	2%	1%	0%	0%	0%	F	0.113	F	0.798	840	G	2005	
						To: Isle of Wight County Line											
(615)	3.85	490	R			From: US 58 WEST					NA			NA		05/03/2003	
						To: US 58 EAST											
(615)	2.77	120	R			From: 87-612					NA			NA		05/03/2003	
						To: SR 35											
(616)	3.04	1300	G	87%	2%	2%	2%	7%	0%	F	0.112	F	0.557	1300	G	2005	
						From: 87-728											
(616)	2.77	1200	G	87%	2%	2%	2%	7%	0%	F	0.114	F	0.573	1200	G	2005	
						To: 87-633											
(616)	3.33	1200	G	87%	2%	2%	2%	7%	0%	C	0.11	F	0.613	1200	G	2005	
						From: 87-641 Johnson's Mill Rd											
(616)	0.97	1400	G	89%	2%	2%	1%	5%	0%	F	0.119	F	0.585	1500	G	2005	
						To: 87-614											
(616)	2.07	1400	G	89%	2%	2%	1%	5%	0%	F	0.090	F	0.604	1400	G	2005	
						To: 87-605											
(616)	2.84	1100	G	89%	2%	2%	1%	5%	0%	C	0.086	F	0.6	1100	G	2005	
						From: 87-600 West											
(616)	1.54	1200	G	89%	2%	2%	1%	5%	0%	F	0.09	F	0.617	1300	G	2005	
						To: SCL Ivor											
Town of Ivor																	
(616)	0.12	1600	G	89%	2%	2%	1%	5%	0%	F	0.095	F	0.575	1600	G	2005	
						From: SCL Ivor											
(616)	0.18	1800	G	89%	2%	2%	1%	5%	0%	F	0.087	F	0.584	1800	G	2005	
						To: 87-622											
(616)	0.13	2000	G	89%	2%	2%	1%	5%	0%	F	0.085	F	0.585	2000	G	2005	
						From: 87-1201											
(616)	0.24	2400	G	89%	2%	2%	1%	5%	0%	F	0.086	F	0.578	2400	G	2005	
						To: 87-1202											
(616)	0.20	530	G	91%	1%	2%	0%	5%	0%	F	0.100	F	0.544	540	G	2005	
						From: US 460 EAST US 460 West											
						To: NCL Ivor											
Southampton County																	
(616)	0.76	650	G	91%	1%	2%	0%	5%	0%	C	0.095	F	0.523	660	G	2005	
						From: NCL Ivor											
(616)	Proctors Bridge Rd	1.19	450	G	91%	1%	2%	0%	5%	0%	F	0.107	F	0.517	460	G	2005
						To: 87-737											
(616)		3.25	270	G	91%	1%	2%	0%	5%	0%	F	0.129	F	0.524	280	G	2005
						From: 87-617											
						To: 87-621											

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(617)	2.30	320	R											NA	NA	07/03/2003
(617)	3.70	200	R											NA	NA	07/03/2003
(618)	1.70	370	R											NA	NA	07/03/2003
(618)	2.30	440	R											NA	NA	07/03/2003
(618)	2.50	270	R											NA	NA	07/03/2003
(618)	0.46	220	R											NA	NA	07/03/2003
(618)	2.54	180	R											NA	NA	07/03/2003
(619)	2.31	200	R											NA	NA	07/03/2003
Town of Ivor																
(620) Broadwater Rd	0.23	1500	G	94%	1%	1%	1%	4%	0%	F	0.095	F	0.566	1500	G	2005
Southampton County																
(620) Broadwater Rd	1.94	1200	G	94%	1%	1%	1%	4%	0%	C	0.104	F	0.62	1200	G	2005
(620) Broadwater Rd	1.26	1500	G	94%	1%	1%	1%	4%	0%	F	0.1	F	0.640	1500	G	2005
(620) Broadwater Rd	1.06	1300	G	94%	1%	1%	1%	4%	0%	F	0.095	F	0.639	1300	G	2005
(621)	0.48	310	G	86%	0%	2%	1%	10%	0%	C	0.121	F	0.667	310	G	2005
(621)	0.62	260	R											NA	NA	07/03/2003
(621)	0.35	150	R											NA	NA	07/03/2003
(622)	1.49	90	R											NA	NA	07/03/2003
(622)	0.18	80	R											NA	NA	07/03/2003
Town of Ivor																
(622)	0.42	100	R											NA	NA	07/03/2003
(622)	0.25	130	R											NA	NA	07/03/2003
(622)	0.10	180	R											NA	NA	07/03/2003
(622)	0.42	360	R											NA	NA	07/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
622	3.10	520	R			From: SCL Ivor				NA				NA		07/03/2003
						To: 87-635 NORTH										
622	0.30	130	R			From: 87-635 SOUTH				NA				NA	07/03/2003	
						To: 87-614										
623	2.70	80	R			From: 87-626				NA				NA	07/03/2003	
						To: 87-600 SOUTH										
623	1.40	45	R			From: 87-600 NORTH				NA				NA	07/03/2003	
						To: 87-635										
624	0.11	210	R			From: Surry County Line				NA				NA	07/03/2003	
						To: 87-618										
625	1.50	30	R			From: 87-626				NA				NA	06/03/2003	
						To: 87-631										
626	4.40	630	R			From: 87-628				NA				NA	07/03/2003	
						To: 87-616 SOUTH										
626	5.00	120	R			From: 87-616 NORTH				NA				NA	07/03/2003	
						To: 87-603 WEST										
626	1.40	80	R			From: 87-603 EAST				NA				NA	07/03/2003	
						To: 87-630										
626	1.50	90	R			From: 87-630				NA				NA	07/03/2003	
						To: 87-645										
626	0.30	380	R			From: 87-645				NA				NA	07/03/2003	
						To: 87-635										
627	0.90	870	R			From: 87-635				NA				NA	07/03/2003	
						To: 87-603										
628	1.38	340	G	96%	1%	2%	0%	1%	0%	F	0.098	F	0.629	340	G	2005
628	3.84	180	G	96%	1%	2%	0%	1%	0%	C	0.131	F	0.652	180	G	2005
628	2.70	160	G	98%	1%	0%	0%	1%	0%	F	0.122	F	0.6	160	G	2005
628	1.70	230	G	98%	1%	0%	0%	1%	0%	C	0.12	F	0.593	240	G	2005
628	1.93	340	G	98%	1%	0%	0%	1%	0%	F	0.087	F	0.551	340	G	2005
629	1.90	130	R			To: Sussex County Line				NA				NA	07/03/2003	
						From: 87-619										
630	1.30	60	R			To: 87-635				NA				NA	07/03/2003	
						From: 87-631										
631	2.00	160	R			To: 87-626				NA				NA	07/03/2003	
						From: 87-645										
631	3.40	340	R			To: 87-603 EAST				NA				NA	07/03/2003	
						From: 87-603 WEST										
631						To: 87-614										
						From: 87-614										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
632	0.80	1200	R											NA		07/03/2003
633	2.00	150	R											NA		06/03/2003
633	2.50	70	R											NA		06/03/2003
633	2.20	220	R											NA		06/03/2003
634	1.40	40	R											NA		06/03/2003
635	1.70	770	G	97%	1%	0%	1%	1%	0%	F	0.098	F	0.573	780	G	2005
635	3.00	1200	G	97%	1%	0%	1%	1%	0%	C	0.1	F	0.681	1200	G	2005
635	3.70	640	G	97%	1%	0%	1%	1%	0%	F	0.085	F	0.621	660	G	2005
635	0.60	730	G	97%	1%	0%	1%	1%	0%	F	0.096	F	0.643	740	G	2005
635	4.20	380	R											NA		07/03/2003
635	1.70	410	R											NA		07/03/2003
635	1.70	320	R											NA		07/03/2003
636	0.08	20	R											NA		12/14/2000
637	1.60	160	R											NA		07/03/2003
637	1.70	120	R											NA		07/03/2003
638	1.50	280	R											NA		07/03/2003
638	3.78	270	R											NA		07/03/2003
639	0.20	80	R											NA		07/03/2003
640	1.35	60	R											NA		07/03/2003
640	0.65	70	R											NA		07/03/2003
640	1.20	40	R											NA		07/03/2003

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(641) Sedley Rd	1.52	3100	G	97%	1%	From: NCL Franklin				F	0.098	F	0.595	3100	G	2005
(641) Sedley Rd	2.73	2000	G	97%	1%	To: 87-635				C	0.098	F	0.643	2000	G	2005
(641)	1.24	1900	G	97%	1%	From: 87-646 NORTH				F	0.100	F	0.635	1900	G	2005
(641) Sedley Rd	0.60	1300	G	97%	1%	To: 87-632				F	0.103	F	0.531	1300	G	2005
(641) Sedley Rd	0.90	1000	G	97%	1%	From: 87-1006				C	0.114	F	0.533	1000	G	2005
(641) Johnson's Mill Rd	1.33	560	G	97%	1%	To: 87-645				F	0.126	F	0.579	570	G	2005
(641)	2.26	310	G	97%	1%	From: 87-603 East 87-603 West				F	0.126	F	0.7	320	G	2005
(642)	0.10	290	R			To: 87-616										
(642)	0.38	230	R			From: 87-641; 87-1009					NA			NA		07/03/2003
(642)	0.80	100	R			To: 87-1001					NA			NA		07/03/2003
(642)	0.80	100	R			From: 87-646 NORTH 87-646 SOUTH					NA			NA		07/03/2003
(643)	3.70	240	R			To: 87-638					NA			NA		07/03/2003
(643)	1.18	490	R			From: 87-641 Johnson's Mill Rd					NA			NA		07/03/2003
(643)	0.22	290	R			To: 87-646 EAST 87-646 WEST					NA			NA		07/03/2003
(643)	1.50	710	R			From: 87-1015					NA			NA		07/03/2003
(644)	1.45	510	R			To: 87-632					NA			NA		07/03/2003
(645)	2.20	160	R			From: 87-645					NA			NA		07/03/2003
(645)	4.20	510	R			To: 87-649					NA			NA		07/03/2003
(645)	2.30	340	R			From: 87-643					NA			NA		07/03/2003
(645)	2.30	340	R			To: 87-628					NA			NA		07/03/2003
(645)	2.30	340	R			From: 87-616 SOUTH 87-616 NORTH					NA			NA		07/03/2003
(645)	2.30	340	R			To: 87-638					NA			NA		07/03/2003
(645)	2.30	340	R			From: 87-626					NA			NA		07/03/2003
Town of Courtland																
(646)	0.48	920	G	95%	1%	From: BUS US 58				F	0.092	F	0.617	940	G	2005
(646)	5.12	530	G	95%	1%	To: ECL Courtland				C	0.124	F	0.885	530	G	2005
(646)	2.17	180	R			From: 87-641 North 87-641 SOUTH					NA			NA		07/03/2003
(646)	2.17	180	R			To: 87-1006					NA			NA		07/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(646)	0.75	140	R								NA		NA		07/03/2003	
(647)	5.44	440	R								NA		NA		05/03/2003	
(647)	0.12	30	R								NA		NA		05/03/2003	
(648)	1.40	110	R								NA		NA		05/03/2003	
(649)	1.87	390	R								NA		NA		07/03/2003	
(649)	0.73	1100	G	98%	1%	1%	0%	0%	0%	C	0.13	F	0.565	1200	G	2005
(649)	0.09	1500	G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.523	1500	G	2005
(649)	0.33	1900	G	98%	1%	1%	0%	0%	0%	F	0.118	F	0.571	2000	G	2005
(649)	0.79	2100	G	98%	1%	1%	0%	0%	0%	F	0.119	F	0.588	2100	G	2005
(650)	2.84	850	R								NA		NA		07/03/2003	
(650)	2.70	770	R								NA		NA		07/03/2003	
(651)	1.30	90	R								NA		NA		05/03/2003	
(651)	2.52	100	R								NA		NA		05/03/2003	
(651)	3.75	140	R								NA		NA		06/03/2003	
(652)	3.20	110	R								NA		NA		05/03/2003	
(652)	6.20	380	R								NA		NA		05/03/2003	
(652)	4.10	130	R								NA		NA		05/03/2003	
(652)	1.60	160	R								NA		NA		05/03/2003	
(652)	5.20	270	R								NA		NA		06/03/2003	
(653) Little Texas Rd	2.70	160	G	90%	1%	5%	0%	4%	0%	F	0.112	F	0.571	160	G	2005
(653) Little Texas Rd	3.03	140	G	90%	1%	5%	0%	4%	0%	C	0.127	F	0.684	140	G	2005
(653) Pinopolis Rd	3.30	260	G	90%	1%	5%	0%	4%	0%	F	0.157	F	0.64	260	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(653) Pinopolis Rd	1.10	500	G	95%	1%	3%	0%	1%	0%	F	0.1	F	0.792	510	G	2005
						From: 87-668										
(653) Pinopolis Rd	2.18	490	G	95%	1%	3%	0%	1%	0%	C	0.11	F	0.54	500	G	2005
						From: 87-658 South										
						To: SCL Capron										
Town of Capron																
(653) Main St	0.15	580	G	95%	1%	3%	0%	1%	0%	F	0.097	F	0.623	590	G	2005
						From: SCL Capron										
(653) Main St	0.39	1000	G	95%	1%	3%	0%	1%	0%	F	0.109	F	0.555	1000	G	2005
						From: US 58										
(653) Main St	0.28	850	G	95%	1%	3%	0%	1%	0%	F	0.099	F	0.699	870	G	2005
						From: 87-748										
						To: NCL Capron										
Southampton County																
(653) Cary's Bridge Rd	2.41	240	G	95%	0%	3%	1%	1%	0%	C	0.116	F	0.5	250	G	2005
						From: NCL Capron										
(653) Cary's Bridge Rd	2.00	160	G	95%	0%	3%	1%	1%	0%	F	0.125	F	0.634	170	G	2005
						From: 87-651										
(653) Cary's Bridge Rd	3.70	190	G	96%	1%	2%	1%	1%	0%	C	0.119	F	0.56	190	G	2005
						From: 87-609										
						To: SR 35										
(654)	0.81	230	R								NA		NA			05/03/2003
						From: 87-609										
(654)	0.09	130	R								NA		NA			05/03/2003
						From: 0.81 MN 87-609										
(654)	0.09	60	R								NA		NA			05/03/2003
						From: US 58										
(654)	0.77	30	R								NA		NA			05/03/2003
						From: 0.09 MN US 58										
						To: ECL Capron										
Town of Capron																
(654)	0.29	150	R								NA		NA			05/03/2003
						From: ECL Capron										
(654)	0.23	320	R								NA		NA			05/03/2003
						From: 87-653										
(654)	0.03	500	R								NA		NA			05/03/2003
						From: 87-748										
						To: WCL Capron										
Southampton County																
(654)	0.70	500	R								NA		NA			05/03/2003
						From: WCL Capron										
(654)	0.60	20	R								NA		NA			05/03/2003
						From: 87-655										
						To: 87-652										
(655)	1.18	520	R								NA		NA			05/03/2003
						From: 87-653										
						To: 87-652 EAST										
(655)	2.00	340	R								NA		NA			05/03/2003
						From: 87-652 WEST										
						To: 87-612										
(655)	2.00	40	R								NA		NA			05/03/2003
						From: 87-608										
(655)	0.80	130	R								NA		NA			05/03/2003
						From: 87-609										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
656	2.00	160	R				From: 87-658					NA		NA		05/03/2003
							To: US 58 EAST									
656	0.60	210	R				From: US 58 WEST					NA		NA	05/03/2003	
							To: 87-652									
657	2.60	60	R				From: 87-693					NA		NA	05/03/2003	
							To: 87-658 EAST									
657	0.90	420	R				From: 87-658 WEST					NA		NA	05/03/2003	
							To: 87-653 NORTH									
657	3.60	140	R				From: 87-653; 87-658					NA		NA	05/03/2003	
							To: 87-652									
658	2.60	210	R				From: 87-659					NA		NA	05/03/2003	
							To: 87-691									
658	2.04	30	R				From: 2.04 ME 87-691					NA		NA	05/03/2003	
							To: 87-653 NORTH									
658	1.16	610	R				From: 87-653 SOUTH					NA		NA	05/03/2003	
							To: 87-653 SOUTH									
658	3.40	220	R				From: 87-609					NA		NA	05/03/2003	
							To: SR 35 SOUTH									
658	4.94	520	R				From: SR 35 NORTH					NA		NA	06/03/2003	
							To: 87-673									
659	3.10	300	R				From: 87-666					NA		NA	05/03/2003	
							To: 87-665 NORTH									
659	3.70	760	R				From: 87-653 SOUTH					NA		NA	05/03/2003	
							To: 87-653 NORTH									
659	4.20	370	R				From: US 58					NA		NA	05/03/2003	
							To: 87-612									
660	2.60	80	R				From: 87-659					NA		NA	05/03/2003	
							To: 87-658									
661	1.40	50	R				From: 87-615					NA		NA	05/03/2003	
							To: 87-722									
661	1.90	280	R				From: 87-722					NA		NA	05/03/2003	
							To: 87-652									
661	2.19	110	R				From: 87-652					NA		NA	05/03/2003	
							To: 87-653									
662	7.00	270	R				From: 87-653					NA		NA	05/03/2003	
							To: 87-615									
663	7.16	120	R				From: SR 186					NA		NA	05/03/2003	
							To: 87-653									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
(664)	2.90	30	R								NA		NA			05/03/2003	
(665)	2.50	130	R								NA		NA			05/03/2003	
(665)	2.40	540	R								NA		NA			05/03/2003	
(665)	3.55	550	R								NA		NA			06/03/2003	
(665)	2.80	160	R								NA		NA			06/03/2003	
(666)	0.64	870	R								NA		NA			05/03/2003	
(666)	3.10	580	R								NA		NA			05/03/2003	
(666)	Old Branchville Rd	0.55	520	G	92%	1%	2%	0%	3%	0%	C	0.113	F	0.586	530	G	2005
(667)	1.50	250	R								NA		NA			06/03/2003	
(667)	1.19	450	R								NA		NA			05/03/2003	
(667)	1.08	280	R								NA		NA			06/03/2003	
(668)	Clarksburg Rd	3.55	220	G	95%	1%	3%	0%	1%	0%	C	0.121	F	0.704	220	G	2005
(668)	Clarksburg Rd	1.46	310	G	95%	1%	3%	0%	1%	0%	F	0.104	F	0.768	320	G	2005
(669)	1.50	180	R								NA		NA			05/03/2003	
Town of Boykins																	
(670)	0.30	1000	R								NA		NA			06/03/2003	
Southampton County																	
(670)	0.20	510	R								NA		NA			06/03/2003	
(670)	1.01	270	R								NA		NA			06/03/2003	
(671)	2.02	2700	G	89%	0%	1%	1%	9%	0%		F	0.09	F	0.557	2700	G	2005
(671)	General Thomas Hwy	2.49	2900	G	89%	0%	1%	1%	9%	0%	C	0.086	F	0.544	3000	G	2005
Town of Newsoms																	
(671)	0.17	3000	G	89%	0%	1%	1%	9%	0%		F	0.085	F	0.571	3000	G	2005

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Newsoms																
(671)	0.60	2900	G	89%	0%	1%	1%	9%	0%	F	0.083	F	0.569	2900	G	2005
Southampton County																
(671) General Thomas Hwy	2.12	2900	G	89%	0%	1%	1%	9%	0%	C	0.088	F	0.546	3000	G	2005
(671) General Thomas Hwy	1.71	3400	G	89%	0%	1%	1%	9%	0%	F	0.080	F	0.595	3500	G	2005
(671) General Thomas Hwy	2.99	4100	G	91%	0%	1%	1%	7%	0%	C	0.087	F	0.626	4200	G	2005
(671) General Thomas Hwy	0.85	4600	G	91%	0%	1%	1%	7%	0%	F	0.079	F	0.557	4700	G	2005
(671)	0.77	5300	G	91%	0%	1%	1%	7%	0%	F	0.081	F	0.594	5300	G	2005
(671) General Thomas Hwy	0.86	5700	G	91%	0%	1%	1%	7%	0%	C	0.082	F	0.514	5800	G	2005
(672)	1.87	40	R													06/03/2003
Town of Newsoms																
(672)	0.01	690	R													06/03/2003
Southampton County																
(672)	2.17	360	R													06/03/2003
(672)	2.80	180	R													06/03/2003
(672)	2.50	110	R													06/03/2003
(673)	0.20	200	G	91%	3%	0%	1%	5%	0%	F	0.105	F	0.561	200	G	2005
(673)	3.75	180	G	91%	3%	0%	1%	5%	0%	C	0.132	F	0.741	180	G	2005
(673)	2.69	270	G	91%	3%	0%	1%	5%	0%	F	0.107	F	0.895	270	G	2005
(673)	0.20	680	G	91%	3%	0%	1%	5%	0%	F	0.144	F	0.552	690	G	2005
Town of Newsoms																
(673)	0.02	750	G	95%	2%	2%	1%	1%	0%	F	0.105	F	0.518	760	G	2005
(673)	0.41	770	G	95%	2%	2%	1%	1%	0%	C	0.102	F	0.577	780	G	2005
(673)	0.38	950	G	95%	2%	2%	1%	1%	0%	F	0.093	F	0.509	960	G	2005
(673)	0.09	950	G	95%	2%	2%	1%	1%	0%	F	0.155	F	0.756	970	G	2005
Southampton County																
(673)	0.20	680	G	95%	2%	2%	1%	1%	0%	F	0.113	F	0.558	700	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
673	2.38	210	G	98%	0%	From: 87-658				C	0.112	F	0.609	210	G	2005
						To: SR 35										
674	3.40	180	R			From: 87-743					NA		NA		06/03/2003	
						To: 87-673 SOUTH										
674	2.00	410	R			From: 87-673 NORTH					NA		NA		06/03/2003	
						To: 87-672 SOUTH										
674	2.85	190	R			From: 87-672 NORTH					NA		NA		06/03/2003	
						To: 87-731										
674	1.15	40	R			From: 87-731					NA		NA		06/03/2003	
						To: 87-680										
675	2.10	160	R			From: 87-658					NA		NA		06/03/2003	
						To: 87-731										
676	0.44	130	R			From: Dead End					NA		NA		07/03/2003	
						To: 87-714										
677	2.40	180	R			From: 87-673 SOUTH					NA		NA		06/03/2003	
						To: 87-673 NORTH										
678	2.30	450	R			From: 87-684					NA		NA		06/03/2003	
						To: 87-677										
679	1.70	70	R			From: 87-684					NA		NA		06/03/2003	
						To: 87-680 WEST										
679	0.20	70	R			From: 87-680 WEST					NA		NA		06/03/2003	
						To: 87-680 EAST										
679	0.70	80	R			From: 87-680 EAST					NA		NA		06/03/2003	
						To: 87-685										
680	0.60	40	R			From: North Carolina State Line					NA		NA		06/03/2003	
						To: 87-679 WEST										
680	2.70	80	R			From: 87-679 EAST					NA		NA		06/03/2003	
						To: 87-684										
680	4.35	270	R			From: 87-684					NA		NA		06/03/2003	
						To: 87-671 WEST										
680	2.15	140	R			From: 87-671 EAST					NA		NA		06/03/2003	
						To: 87-674										
681	1.40	140	R			From: 87-680					NA		NA		06/03/2003	
						To: 87-734										
682	2.30	250	R			From: 87-683					NA		NA		06/03/2003	
						To: 87-680										
683	4.40	280	R			From: 87-674					NA		NA		06/03/2003	
						To: 87-684										
684	2.95	190	G	95%	4%	From: 87-673				C	0.129	F	0.75	200	G	2005
						To: 87-683										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(684) Monroe Rd	3.03	370	G	95%	4%	1%	0%	0%	0%	F	0.103	F	0.732	380	G	2005
						From: 87-683										
(684) Monroe Rd	2.37	690	G	95%	4%	1%	0%	0%	0%	F	0.085	F	0.571	710	G	2005
						From: 87-720										
(684) Sycamore Church Rd	1.60	570	G	96%	1%	1%	0%	2%	0%	C	0.114	F	0.646	590	G	2005
						From: 87-687 South										
(684) Dogwood Bend Rd	1.33	510	G	96%	1%	1%	0%	2%	0%	F	0.111	F	0.667	520	G	2005
						From: 87-688 South										
(684)	0.02	930	G	96%	1%	1%	0%	2%	0%	F	0.12	F	0.524	940	G	2005
						From: 87-771 Howell's Corner Rd										
						To: US 258										
(685)	1.60	200	R								NA		NA			06/03/2003
						From: North Carolina State Line										
						To: 87-686										
(686)	2.47	160	R								NA		NA			07/03/2003
						From: 87-680										
(686)	2.10	300	R								NA		NA			07/03/2003
						From: 87-685										
(686)	1.40	330	R								NA		NA			07/03/2003
						From: US 258										
						To: North Carolina State Line										
(687)	0.80	200	R								NA		NA			07/03/2003
						From: Dead End										
(687)	3.10	90	R								NA		NA			07/03/2003
						From: US 258										
(687)	0.40	350	R								NA		NA			07/03/2003
						From: 87-689										
(687)	0.10	350	R								NA		NA			07/03/2003
						From: 0.40 MN 87-689										
(687)	1.43	1000	R								NA		NA			07/03/2003
						From: 87-1110										
(687) Delaware Rd	1.76	1300	G	97%	1%	0%	1%	1%	0%	C	0.102	F	0.654	1300	G	2005
						From: 87-684 N. Sycamore Church Rd										
(687)	2.34	1400	R								NA		NA			07/03/2003
						From: 87-671 General Thomas Hwy										
(687) Delaware Rd	1.33	850	G	96%	1%	0%	1%	2%	0%	C	0.112	F	0.581	860	G	2005
						From: Bus US 58										
						To: US 58										
						From: 87-641 Johnson's Mill Rd										
(688)	2.24	480	R								NA		NA			07/03/2003
						From: US 58										
(688)	1.90	240	R								NA		NA			07/03/2003
						From: 87-687										
(688)	0.90	390	R								NA		NA			07/03/2003
						From: 87-684 NORTH										
						To: 87-684 SOUTH										
						To: US 258										
(689)	2.30	130	R								NA		NA			07/03/2003
						From: 87-687										
						To: US 258										
(690)	1.10	120	R								NA		NA			07/03/2003
						From: SR 189										
						To: US 258										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
691	0.50	200	R			From: 87-658					NA			NA		05/03/2003
						To: US 58										
692	0.90	80	R			From: 87-775					NA			NA		06/03/2003
						To: Bus US 58										
693	3.53	20	R			From: 87-665					NA			NA		05/03/2003
						To: SR 35										
694	1.05	20	R			From: Dead End					NA			NA		05/03/2003
						To: US 58										
694	0.21	90	R			From: US 58					NA			NA		05/03/2003
						To: 87-653										
695	0.10	270	R			From: US 58					NA			NA		05/03/2003
						To: 87-652										
696	1.20	40	R			From: SR 35					NA			NA		05/03/2003
						To: 87-658										
697	1.30	160	R			From: 87-612					NA			NA		05/03/2003
						To: Sussex County Line										
698	1.80	50	R			From: 87-683					NA			NA		06/03/2003
						To: 87-672										
699	0.60	30	R			From: Dead End					NA			NA		05/03/2003
						To: 87-609										
700	0.10	110	R			From: 87-615					NA			NA		05/03/2003
						To: Dead End										
701	1.50	20	R			From: North Carolina State Line					NA			NA		05/03/2003
						To: SCL Branchville										
Town of Branchville																
701	0.30	80	R			From: SCL Branchville					NA			NA		05/03/2003
						To: SR 186										
701	0.15	250	R			From: SR 186					NA			NA		05/03/2003
						To: 87-730										
Southampton County																
702	3.95	20	R			From: 87-659					NA			NA		05/03/2003
						To: 87-712										
702	0.95	420	R			From: 87-668					NA			NA		05/03/2003
						To: 87-668										
703	2.00	20	R			From: SR 35					NA			NA		05/03/2003
						To: 87-673										
704	1.67	300	R			From: US 58					NA			NA		05/03/2003
						To: 87-652										
705	0.40	150	R			From: 87-635					NA			NA		07/03/2003
						To: 87-611										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(706) Woods Trail	1.92	1400	G	98%	0%	1%	0%	0%	0%	C	0.094	F	0.620	1400	G	2005
(707)	0.30	170	R								NA		NA			06/03/2003
(708)	2.30	140	R								NA		NA			06/03/2003
Town of Newsoms																
(709)	0.64	220	R								NA		NA			06/03/2003
Southampton County																
(709)	2.36	240	R								NA		NA			06/03/2003
(710)	2.50	45	R								NA		NA			06/03/2003
(711)	1.50	100	R								NA		NA			05/03/2003
(712)	2.07	500	R								NA		NA			05/03/2003
(713)	0.40	70	R								NA		NA			06/03/2003
(714)	1.53	1300	G	97%	1%	0%	0%	0%	0%	C	0.102	F	0.602	1400	G	2005
(715)	1.70	100	R								NA		NA			05/03/2003
(716)	3.67	90	R								NA		NA			06/03/2003
(717)	1.60	8	R								NA		NA			06/03/2003
(718)	0.07	46	R								NA		NA			05/03/2003
(718)	0.93	48	R								NA		NA			05/03/2003
(719)	0.47	330	R								NA		NA			06/03/2003
(719)	0.14	80	R								NA		NA			06/03/2003
(719)	0.25	80	R								NA		NA			06/03/2003
(720)	0.70	180	R								NA		NA			06/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(721)	0.90	180	R								NA		NA			07/03/2003
(722)	1.20	190	R								NA		NA			05/03/2003
(723)	1.80	130	R								NA		NA			05/03/2003
(724)	1.20	20	R								NA		NA			05/03/2003
(725)	0.37	49	R								NA		NA			06/03/2003
(727)	0.50	30	R								NA		NA			06/03/2003
(728)	1.60	150	R								NA		NA			06/03/2003
(729)	0.80	20	R								NA		NA			06/03/2003
(730)	2.60	130	G	93%	1%	2%	1%	4%	0%	F	0.161	F	0.512	130	G	2005
(730)	3.67	240	G	93%	1%	2%	1%	4%	0%	F	0.163	F	0.542	250	G	2005
(730)	2.29	320	G	93%	1%	2%	1%	4%	0%	C	0.123	F	0.5	320	G	2005
(730)	0.05	910	G	93%	1%	2%	1%	4%	0%	F	0.098	F	0.655	920	G	2005
Town of Branchville																
(730)	0.37	800	G	93%	1%	2%	1%	4%	0%	F	0.097	F	0.591	810	G	2005
Southampton County																
(731)	2.60	320	R								NA		NA			06/03/2003
(731)	1.54	370	R								NA		NA			06/03/2003
(732)	0.20	10	R								NA		NA			05/03/2003
(732)	0.20	80	R								NA		NA			05/03/2003
(733)	0.90	60	R								NA		NA			05/03/2003
(734)	2.17	180	R								NA		NA			07/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(735) Three Creeks Rd	1.80	380	G	81%	1%	From: SR 308; 87-612 To: 87-609				C	0.118	F	0.533	390	G	2005
(735) Courthouse Rd	0.74	410	G	81%	1%	From: 87-609 To: Sussex County Line				F	0.099	F	0.5	420	G	2005
(736)	0.33	230	R			From: 87-616 To: 87-620								NA		07/03/2003
(737)	0.25	380	R			From: Dead End To: 87-616								NA		07/03/2003
(738)	0.65	140	R			From: 87-635 To: Dead End								NA		07/03/2003
(739)	0.10	120	R			From: 87-650 To: Dead End								NA		07/03/2003
(740)	0.15	40	R			From: Dead End To: 87-647								NA		06/03/2003
(741)	0.13	150	R			From: Dead End To: Bus US 58								NA		07/03/2003
(742)	0.92	30	R			From: Dead End To: 0.92 MN OF Dead End								NA		07/03/2003
(742)	0.80	510	R			From: 0.92 MN OF Dead End To: US 58								NA		07/03/2003
(742)	0.28	310	R			From: US 58 To: Bus US 58								NA		07/03/2003
(743)	4.50	170	R			From: North Carolina State Line To: 87-667								NA		06/03/2003
(743)	1.00	580	R			From: 87-667 To: 87-671 General Thomas Hwy								NA		06/03/2003
(744)	0.13	90	R			From: Bus US 58 To: Dead End								NA		06/03/2003
(745)	0.07	80	R			From: 87-650 To: Dead End								NA		07/03/2003
(746)	0.10	190	R			From: Bus US 58 To: Cul-de-Sac								NA		06/03/2003
(747)	0.20	60	R			From: Dead End To: US 58								NA		07/03/2003
Town of Capron																
(748)	0.21	640	R			From: 87-654 To: 87-653								NA		05/03/2003
Southampton County																
(749)	2.25	170	R			From: 87-709 To: 87-731								NA		06/03/2003

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						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
(750)	1.90	20	R				From: 87-653				NA		NA		05/03/2003		
							To: 87-663										
(751)	0.10	30	R				From: US 460				NA		NA		07/03/2003		
							To: Dead End										
(752)	0.60	7	R				From: Dead End				NA		NA		05/03/2003		
							To: 87-653										
(753)	0.43	210	R				From: 87-686				NA		NA		07/03/2003		
							To: 0.43 ME 87-686										
(753)	0.29	250	R				From: Dead End				NA		NA		07/03/2003		
							To: Dead End										
(756)	0.45	8	R				From: Dead End				NA		NA		06/03/2003		
							To: 87-618										
(757)	2.00	710	R				From: US 58				NA		NA		06/03/2003		
							To: 87-651										
(758)	0.67	30	R				From: Dead End				NA		NA		05/03/2003		
							To: 87-651										
(759)	0.32	270	R				From: SR 35				NA		NA		05/03/2003		
							To: 87-666										
Town of Capron																	
(761)	0.35	320	R				From: US 58				NA		NA		05/03/2003		
							To: 87-654										
(762)	0.07	260	R				From: 87-653				NA		NA		05/03/2003		
							To: 87-761										
Southampton County																	
(763)	0.35	30	R				From: 87-659				NA		NA		05/03/2003		
							To: Dead End										
(767)	0.05	40	R				From: 87-649				NA		NA		07/03/2003		
							To: Dead End										
(768)	0.05	120	R				From: 87-649				NA		NA		07/03/2003		
							To: Dead End										
(770)	0.20	60	R				From: 87-684				NA		NA		07/03/2003		
							To: US 258										
(771)	Howell's Corner Rd	0.09	30	G	96%	1%	1%	0%	2%	0%	F	0.17	F	0.6	30	G	2005
							From: 87-684										
							To: US 258										
(772)	0.17	150	R				From: Dead End				NA		NA		07/03/2003		
							To: 87-650										
(775)	0.42	130	R				From: US 58				NA		NA		06/03/2003		
							To: Bus US 58										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(1001)	0.10	130	R				From: 87-1003					NA		NA		07/03/2003
(1001)	0.15	160	R				From: 87-1002					NA		NA		07/03/2003
							To: 87-642									
(1002)	0.09	60	R				From: 87-1001					NA		NA		07/03/2003
							To: 87-641 Johnson's Mill Rd									
(1003)	0.15	310	R				From: 87-1010					NA		NA		07/03/2003
(1003)	0.10	130	R				From: 87-1001					NA		NA		07/03/2003
							To: 87-641 Johnson's Mill Rd									
(1004)	0.07	110	R				From: 87-1008					NA		NA		07/03/2003
							To: 87-641 Johnson's Mill Rd									
(1005)	0.08	30	R				From: Dead End					NA		NA		07/03/2003
							To: 87-1006									
(1006)	0.06	30	R				From: 87-1005					NA		NA		07/03/2003
(1006)	0.07	230	R				From: 87-1008					NA		NA		07/03/2003
(1006)	0.40	290	R				From: 87-641 Johnson's Mill Rd					NA		NA		07/03/2003
							To: 87-646									
(1007)	0.07	40	R				From: 87-1008					NA		NA		07/03/2003
							To: 87-641 Johnson's Mill Rd									
(1008)	0.07	30	R				From: Dead End					NA		NA		07/03/2003
(1008)	0.07	90	R				From: 87-1006					NA		NA		07/03/2003
(1008)	0.07	60	R				From: 87-1007					NA		NA		07/03/2003
							To: 87-1004									
(1009)	0.20	180	R				From: 87-641; 87-642					NA		NA		07/03/2003
							To: Dead End									
(1010)	0.20	210	R				From: 87-641 Johnson's Mill Rd					NA		NA		07/03/2003
(1010)	0.05	190	R				From: 87-1003					NA		NA		07/03/2003
							To: Dead End									
(1015)	0.06	50	R				From: Dead End					NA		NA		07/03/2003
(1015)	0.84	650	R				From: 87-1016					NA		NA		07/03/2003
							To: 87-643									
(1016)	0.06	70	R				From: Cul-de-Sac					NA		NA		07/03/2003
							To: 87-1015									
(1017)	0.35	200	R				From: Cul-de-Sac					NA		NA		07/03/2003
							To: 87-1015									

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						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
1021	0.35	NA					From: 87-650					NA			NA		
							To: 87-1022										
1022	0.25	NA					From: 87-650					NA			NA		
							To: 87-1021										
1101	0.16	300	R				From: 87-714					NA		NA		07/03/2003	
							To: Dead End										
1102	0.28	140	R				From: 87-1103					NA		NA		07/03/2003	
							To: Dead End										
1103	0.04	140	R				From: 87-714					NA		NA		07/03/2003	
							To: 87-1102										
1103	0.17	20	R				From: 87-1102					NA		NA		07/03/2003	
							To: Dead End										
1104	0.26	180	R				From: Dead End					NA		NA		07/03/2003	
							To: 87-714										
1110	0.21	350	R				From: Dead End					NA		NA		07/03/2003	
							To: 87-687										
1111	0.06	400	R				From: 87-687					NA		NA		07/03/2003	
							To: 87-1112										
1112	0.09	250	R				From: Dead End					NA		NA		07/03/2003	
							To: 87-1111										
1112	0.08	70	R				From: 87-1111					NA		NA		07/03/2003	
							To: Dead End										
Town of Ivor																	
1201	0.11	180	R				From: 87-622					NA		NA		07/03/2003	
							To: 87-1203										
1201	0.11	250	R				From: 87-1203					NA		NA		07/03/2003	
							To: 87-1204										
1201	0.09	300	R				From: 87-1204					NA		NA		07/03/2003	
							To: 87-616										
1202	0.11	100	R				From: 87-1203					NA		NA		07/03/2003	
							To: 87-1204										
1202	0.09	330	R				From: 87-1204					NA		NA		07/03/2003	
							To: 87-616										
1203	0.16	170	R				From: 87-1201					NA		NA		07/03/2003	
							To: 87-1202										
1203	0.10	120	R				From: 87-1202					NA		NA		07/03/2003	
							To: Dead End										
1204	0.13	120	R				From: 87-622					NA		NA		07/03/2003	
							To: 87-1201										
1204	0.15	120	R				From: 87-1201					NA		NA		07/03/2003	
							To: 87-1202										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Ivor																
1205	0.03	30	R											NA		07/03/2003
1206	0.08	270	R											NA		07/03/2003
Town of Boykins																
1301	0.12	210	R											NA		05/03/2003
1301	0.08	160	R											NA		05/03/2003
1301	0.07	90	R											NA		05/03/2003
1302	0.05	47	R											NA		05/03/2003
1302	0.06	270	R											NA		05/03/2003
1303	0.13	430	R											NA		05/03/2003
1304	0.23	470	R											NA		06/03/2003
1305	0.36	400	R											NA		06/03/2003
1305	0.12	250	R											NA		06/03/2003
1306	0.12	420	R											NA		06/03/2003
1306	0.09	250	R											NA		06/03/2003
1306	0.06	160	R											NA		06/03/2003
1306	0.08	90	R											NA		06/03/2003
1307	0.06	90	R											NA		05/03/2003
1307	0.07	110	R											NA		05/03/2003
1307	0.02	380	R											NA		05/03/2003
1308	0.11	410	R											NA		06/03/2003
1309	0.08	110	R											NA		05/03/2003
1309	0.07	100	R											NA		05/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Town of Boykins																
1309	0.03	10	R				87-1311				NA			NA		06/03/2003
							Dead End									
1310	0.06	100	R				87-1301				NA			NA		06/03/2003
							87-1306				NA			NA		06/03/2003
1310	0.03	70	R				87-1309				NA			NA		06/03/2003
							Dead End									
1311	0.05	60	R				87-1301				NA			NA		05/03/2003
							87-1306				NA			NA		05/03/2003
							87-1309									
Southampton County																
1312	0.10	290	R				Dead End				NA			NA		05/03/2003
							WCL Boykins									
Town of Boykins																
1312	0.09	600	R				WCL Boykins				NA			NA		05/03/2003
							SR 35 NORTH									
							SR 35 SOUTH									
1312	0.06	130	R				87-1313				NA			NA		05/03/2003
							Dead End									
1313	0.09	300	R				87-1312				NA			NA		05/03/2003
							87-1317									
1314	0.14	80	R				87-1305				NA			NA		05/03/2003
							Dead End									
1315	0.10	60	R				Dead End				NA			NA		06/03/2003
							87-1305				NA			NA		06/03/2003
							Dead End									
1316	0.06	130	R				Dead End				NA			NA		06/03/2003
							87-1305									
1317	0.05	60	R				87-1315				NA			NA		05/03/2003
							87-1314				NA			NA		05/03/2003
1317	0.09	350	R				SR 186				NA			NA		05/03/2003
Southampton County																
1318	0.05	150	R				87-1325				NA			NA		05/03/2003
							NCL Boykins									
Town of Boykins																
1318	0.02	850	R				NCL Boykins				NA			NA		05/03/2003
							SR 35									

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(1319)	0.02	430	R								NA		NA			05/03/2003
Town of Boykins																
(1319)	0.09	990	R								NA		NA			05/03/2003
(1320)	0.04	120	R								NA		NA			06/03/2003
(1321)	0.15	140	R								NA		NA			06/03/2003
(1321)	0.18	100	R								NA		NA			06/03/2003
(1322)	0.02	70	R								NA		NA			06/03/2003
Southampton County																
(1323)	0.11	160	R								NA		NA			05/03/2003
Town of Boykins																
(1324)	0.20	40	R								NA		NA			06/03/2003
(1325)	0.01	450	R								NA		NA			05/03/2003
Southampton County																
(1325)	0.13	190	R								NA		NA			05/03/2003
(1326)	0.06	330	R								NA		NA			07/03/2003
(1327)	0.09	120	R								NA		NA			07/03/2003
(1401)	0.35	40	R								NA		NA			07/03/2003
Town of Newsoms																
(1401)	0.40	160	R								NA		NA			07/03/2003
(1401)	0.35	610	R								NA		NA			07/03/2003
(1402)	0.38	350	R								NA		NA			07/03/2003
Southampton County																
(1402)	0.27	40	R								NA		NA			06/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Town of Newsoms																
(1403)	0.06	180	R									NA		NA		06/03/2003
(1403)	0.13	90	R									NA		NA		06/03/2003
Southampton County																
(1404)	0.14	440	R									NA		NA		06/03/2003
Town of Newsoms																
(1404)	0.30	670	R									NA		NA		06/03/2003
(1405)	0.13	350	R									NA		NA		06/03/2003
(1405)	0.08	120	R									NA		NA		06/03/2003
(1405)	0.10	230	R									NA		NA		06/03/2003
Town of Courtland																
(1501)	0.09	580	R									NA		NA		07/03/2003
(1501)	0.09	120	R									NA		NA		07/03/2003
(1502)	0.09	220	R									NA		NA		07/03/2003
(1502)	0.09	240	R									NA		NA		07/03/2003
(1502)	0.09	150	R									NA		NA		07/03/2003
(1503)	0.20	160	R									NA		NA		07/03/2003
(1503)	0.05	110	R									NA		NA		07/03/2003
(1503)	0.05	70	R									NA		NA		07/03/2003
(1503)	0.10	90	R									NA		NA		07/03/2003
(1503)	0.20	440	R									NA		NA		07/03/2003
(1504)	0.10	40	R									NA		NA		07/03/2003
(1504)	0.10	150	R									NA		NA		07/03/2003
(1505)	0.14	300	R									NA		NA		07/03/2003
(1505)	0.10	120	R									NA		NA		07/03/2003

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						2Axle	3+Axle	1Trail	2Trail							
Town of Courtland																
1506	0.12	80	R				From: 87-1507							NA		07/03/2003
							To: 87-611									
1507	0.08	100	R				From: 87-1522							NA		07/03/2003
							To: 87-1506									
1507	0.03	8	R				From: Dead End							NA		12/15/2000
							To: SR 35									
1508	0.08	240	R				From: SR 35							NA		07/03/2003
							To: 87-1503									
1508	0.09	220	R				From: 87-1503							NA		07/03/2003
							To: 87-1504									
1508	0.09	100	R				From: 87-1504							NA		07/03/2003
							To: 87-1505									
1509	0.09	570	R				From: 87-611							NA		07/03/2003
							To: 87-1510									
1509	0.10	570	R				From: 87-1510							NA		07/03/2003
							To: 87-1515									
1509	0.10	440	R				From: 87-1515							NA		07/03/2003
							To: 87-646									
1510	0.20	180	R				From: Bus US 58							NA		07/03/2003
							To: 87-1509									
1511	0.11	730	R				From: 87-646							NA		07/03/2003
							To: Bus US 58									
1512	0.06	100	R				From: Dead End							NA		07/03/2003
							To: SR 35									
1513	0.08	180	R				From: Dead End							NA		07/03/2003
							To: Bus US 58									
1514	0.08	70	R				From: SR 35							NA		07/03/2003
							To: 87-1503									
1515	0.07	180	R				From: Dead End							NA		07/03/2003
							To: 87-1509									
1516	0.08	150	R				From: 87-1526							NA		07/03/2003
							To: 87-1517									
1516	0.24	360	R				From: 87-1517							NA		07/03/2003
							To: Bus US 58									
1517	0.10	80	R				From: 87-1518							NA		07/03/2003
							To: 87-1516									
1517	0.05	40	R				From: 87-1516							NA		07/03/2003
							To: Dead End									
1518	0.14	70	R				From: Dead End							NA		07/03/2003
							To: 87-1521									
1518	0.22	520	R				From: 87-1521							NA		07/03/2003
							To: 87-1517									

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						2Axle	3+Axle	1Trail	2Trail							
Town of Courtland																
(1518)	0.21	570	R			From: 87-1517					NA		NA			07/03/2003
(1518)	0.17	330	R			To: 87-1520					NA		NA			07/03/2003
(1518)	0.09	700	R			From: 87-1519					NA		NA			07/03/2003
						To: Bus US 58										
(1519)	0.05	70	R			From: 87-1518					NA		NA			07/03/2003
						To: Dead End										
(1520)	0.14	90	R			From: 87-1518					NA		NA			07/03/2003
						To: Dead End										
(1521)	0.54	1900	R			From: 87-1526					NA		NA			07/03/2003
						To: Bus US 58										
(1522)	0.40	710	R			From: Bus US 58					NA		NA			07/03/2003
						To: 87-611										
(1523)	0.15	130	R			From: 87-1522					NA		NA			07/03/2003
						To: Dead End										
Southampton County																
(1524)	0.24	210	R			From: Bus US 58					NA		NA			07/03/2003
						To: Dead End										
(1525)	0.17	130	R			From: ECL Courtland					NA		NA			07/03/2003
						To: Bus US 58										
(1526)	0.11	110	R			From: Cul-de-Sac					NA		NA			07/03/2003
(1526)	0.19	290	R			From: 87-1533					NA		NA			07/03/2003
						To: SCL Courtland										
Town of Courtland																
(1526)	0.22	240	R			From: SCL Courtland					NA		NA			12/19/2000
						To: 87-1521; Gap Terminus										
(1526)	0.53	230	R			From: Dead End: Gap Terminus					NA		NA			12/19/2000
						To: Dead End										
(1528)	0.08	140	R			From: 87-1530					NA		NA			07/03/2003
						To: 87-1522										
Southampton County																
(1529)	0.15	120	R			From: 87-1503					NA		NA			07/03/2003
						To: Cul-de-Sac										
(1530)	0.10	340	R			From: Bus US 58					NA		NA			07/03/2003
						To: Dead End										
Town of Courtland																
(1531)	0.18	780	R			From: Dead End					NA		NA			07/03/2003
						To: SR 35										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
1532	0.14	100	R			From: Bus US 58						NA		NA		07/03/2003
						To: Dead End										
1533	0.12	30	R			From: 87-1526						NA		NA		07/03/2003
						To: Cul-de-Sac										
1534	0.03	100	R			From: 87-1533						NA		NA		07/03/2003
						To: Cul-de-Sac										
Town of Courtland																
1535	0.10	160	R			From: 87-1522						NA		NA		07/03/2003
						To: Dead End										
Southampton County																
1536	0.19	230	R			From: 87-1526						NA		NA		07/03/2003
						To: Cul-de-Sac										
Town of Branchville																
1601	0.38	120	R			From: Dead End						NA		NA		05/03/2003
						To: 87-730										
1602	0.18	30	R			From: 87-730						NA		NA		05/03/2003
						To: SR 186										
Southampton County																
1701	0.18	130	R			From: 87-649						NA		NA		07/03/2003
						To: 87-1702										
1701	0.08	170	R			From: 87-687						NA		NA		07/03/2003
						To: 87-1701										
1702	0.11	70	R			From: 87-649						NA		NA		07/03/2003
						To: 87-687										
1703	0.26	420	R			From: 87-687						NA		NA		07/03/2003
						To: 87-1712										
1703	0.06	50	R			From: Dead End						NA		NA		07/03/2003
						To: Dead End										
1704	0.05	47	R			From: Dead End						NA		NA		07/03/2003
						To: 87-1709										
1704	0.15	300	R			From: 87-649						NA		NA		07/03/2003
						To: 87-1706										
1705	0.09	110	R			From: 87-1707						NA		NA		07/03/2003
						To: 87-1707										
1705	0.07	220	R			From: 87-644						NA		NA		07/03/2003
						To: 87-649										
1706	0.07	700	R			From: 87-649						NA		NA		07/03/2003
						To: 87-1707										
1706	0.09	620	R			From: 87-1707						NA		NA		07/03/2003
						To: 87-1705										
1706	0.09	540	R			From: 87-1714						NA		NA		07/03/2003
						To: 87-1714										

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(1706)	0.12	470	R				87-1714					NA		NA		07/03/2003
(1706)	0.10	320	R				87-1707					NA		NA		07/03/2003
(1706)	0.18	240	R				87-1731					NA		NA		07/03/2003
							87-1730									
(1707)	0.14	170	R				87-1706					NA		NA		07/03/2003
(1707)	0.07	190	R				87-1705					NA		NA		07/03/2003
(1707)	0.22	80	R				87-1714					NA		NA		07/03/2003
							87-1706									
(1708)	0.10	190	R				87-1709					NA		NA		07/03/2003
							87-649									
(1709)	0.10	110	R				Dead End					NA		NA		07/03/2003
(1709)	0.07	80	R				87-1708					NA		NA		07/03/2003
(1709)	0.10	160	R				87-1728					NA		NA		07/03/2003
							87-1704									
(1710)	0.20	630	R				87-706					NA		NA		07/03/2003
(1710)	0.20	200	R				87-1711					NA		NA		07/03/2003
(1710)	0.34	110	R				87-1729					NA		NA		07/03/2003
(1710)	0.08	380	R				87-1711					NA		NA		07/03/2003
							87-706									
(1711)	0.23	160	R				87-1710					NA		NA		07/03/2003
							87-1710									
(1712)	0.09	160	R				87-1713					NA		NA		07/03/2003
							87-1703									
(1713)	0.05	70	R				Dead End					NA		NA		07/03/2003
(1713)	0.29	380	R				87-1712					NA		NA		07/03/2003
							87-687									
(1714)	0.11	50	R				87-1706					NA		NA		07/03/2003
							87-1707									
(1715)	0.18	150	R				NCL Franklin					NA		NA		07/03/2003
(1715)	0.09	150	R				87-1717					NA		NA		07/03/2003
							Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Southampton County																
(1717)	0.08	990	R			From: 87-641 Johnson's Mill Rd					NA			NA		07/03/2003
(1717)	0.08	460	R			To: 87-1715					NA			NA		07/03/2003
(1717)	0.30	130	R			From: 87-1733					NA			NA		07/03/2003
						To: Cul-de-Sac										
(1728)	0.05	60	R			From: 87-1709					NA			NA		07/03/2003
						To: Cul-de-Sac										
(1729)	0.04	100	R			From: Dead End					NA			NA		07/03/2003
						To: 87-1710										
(1730)	0.06	270	R			From: 87-1731					NA			NA		07/03/2003
(1730)	0.12	160	R			To: 87-1732					NA			NA		07/03/2003
(1730)	0.11	170	R			From: 87-1706					NA			NA		07/03/2003
						To: Dead End										
(1731)	0.09	270	R			From: 87-1706					NA			NA		07/03/2003
(1731)	0.09	400	R			To: 87-1730					NA			NA		07/03/2003
(1731)	0.09	470	R			From: 87-1740					NA			NA		07/03/2003
(1731)	0.08	590	R			To: 87-1739					NA			NA		07/03/2003
						From: 87-644										
(1732)	0.06	90	R			From: 87-1730					NA			NA		07/03/2003
						To: Cul-de-Sac										
(1733)	0.08	140	R			From: 87-1717					NA			NA		07/03/2003
						To: Dead End										
(1735)	0.06	80	R			From: Cul-de-Sac					NA			NA		07/03/2003
						To: 87-1717										
(1739)	0.08	210	R			From: Cul-de-Sac					NA			NA		07/03/2003
						To: 87-1731										
(1740)	0.06	140	R			From: Cul-de-Sac					NA			NA		07/03/2003
(1740)	0.07	200	R			To: 87-1731					NA			NA		07/03/2003
						To: Cul-de-Sac										
(1741)	0.06	120	R			From: 87-1731; 87-1739					NA			NA		07/03/2003
						To: Cul-de-Sac										
(9390)	0.45	450	R			From: SR 35					NA			NA		09/03/2003
						To: US 58										
(9573)	0.10	200	R			From: Capron Elementary Sch					NA			NA		09/03/2003
						To: US 58										

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						2Axle	3+Axle	1Trail	2Trail								
Southampton County																	
9901	0.16	590	R									NA		NA		09/03/2003	
Town of Ivor																	
9953	0.08	380	R									NA		NA		12/13/2000	
Town of Courtland																	
9954	0.11	360	R									NA		NA		09/03/2003	
Southampton County																	
9955	0.12	220	R									NA		NA		12/13/2000	
City of Franklin																	
1 145	North Dr	0.08	850	G	97%	2%	1%	0%	0%	0%	C	0.134	F	0.6	930	G	2005
3901 145	Oak Street	0.51	880	G	97%	2%	1%	0%	0%	0%	F	0.165	F	0.571	970	G	2005
3902 145	Maplewood St	0.47	870	G	97%	2%	1%	0%	0%	0%	F	0.097	F	0.566	960	G	2005
3903 145	Pretlow St	1.12	1700	G								0.089	F	0.539	1800	G	2005
3903 145	Pretlow St	0.15	3100	G								0.083	F	0.536	3400	G	2005
3903 145	Pretlow St	0.07	3400	G	96%	1%	2%	0%	0%	0%	C	0.092	F	0.538	3700	G	2005
3903 145	Pretlow St	0.32	3100	G	96%	1%	2%	0%	0%	0%	F	0.083	F	0.604	3400	G	2005
3904 145	Armory Dr	0.70	14000	G	99%	0%	1%	0%	0%	0%	F	0.093	F	0.551	15000	G	2005
3904 145	Armory Dr	0.44	14000	G	99%	0%	1%	0%	0%	0%	F	0.089	F	0.536	15000	G	2005
3904 145	Armory Dr	0.56	7800	G	99%	0%	1%	0%	0%	0%	C	0.097	F	0.596	8600	G	2005
3904 145	Armory Dr	0.09	7800	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.601	8500	G	2005
3904 145	Second Ave	0.23	7700	G	99%	0%	1%	0%	0%	0%	F	0.096	F	0.597	8400	G	2005
3904 145	Second Ave	0.15	6500	G	99%	0%	1%	0%	0%	0%	C	0.095	F	0.585	7100	G	2005
3905 145	High St	0.15	200	G	95%	3%	1%	0%	0%	0%	F	0.138	F	0.525	220	G	2005
3905 145	High St	0.06	400	G	95%	3%	1%	0%	0%	0%	C	0.121	F	0.539	440	G	2005
3905 145	High St	0.30	3300	G	95%	3%	1%	0%	0%	0%	F	0.093	F	0.517	3700	G	2005

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						2Axle	3+Axle	1Trail	2Trail								
City of Franklin																	
3905 145 High St	0.10	3400	G	95%	3%	1%	0%	0%	0%	F	0.088	F	0.589	3700	G	2005	
			From:	2nd Ave													
			To:	US 58 4th Ave													
3905 145 High St	0.20	4100	G	98%	1%	1%	0%	0%	0%	C	0.098	F	0.598	4500	G	2005	
			From:	US 58 P; Lee St													
			To:	Beaman St													
3905 145 High St	0.19	4100	G	98%	1%	1%	0%	0%	0%	F	0.097	F	0.588	4500	G	2005	
			From:	Homestead Rd													
			To:	Homestead Dr													
3905 145 High St	0.39	3500	G	98%	1%	1%	0%	0%	0%	C	0.095	F	0.576	3800	G	2005	
			From:	Fairview Rd													
			To:	Fairview Dr													
3905 145 High St	1.37	1700	G	98%	1%	1%	0%	0%	0%	F	0.108	F	0.653	1900	G	2005	
			From:	NCL Franklin													
			To:														
3907 145 College Dr	0.19	6800	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.502	7500	G	2005	
			From:	South St													
			To:	Maplewood Ave													
3907 145 College Dr	0.28	7900	G	98%	1%	1%	0%	0%	0%	F	0.093	F	0.500	8600	G	2005	
			From:	Maplewood Ave													
			To:	Armory Dr													
3907 145 College Dr	0.14	8700	G	98%	1%	1%	0%	0%	0%	F	0.099	F	0.512	9500	G	2005	
			From:	Armory Dr													
			To:	SR 379 Stewart Dr													
3907 145 College Dr	0.62	9800	G	98%	0%	1%	0%	0%	0%	F	0.102	F	0.573	11000	G	2005	
			From:	SR 379 Stewart Dr													
			To:	Sycamore Rd													
3907 145 College Dr	0.12	9600	G	98%	0%	1%	0%	0%	0%	F	0.103	F	0.562	11000	G	2005	
			From:	Sycamore Rd													
			To:	Clay St													
3907 145 Hunterdale Rd	0.19	9400	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.586	10000	G	2005	
			From:	Bus US 58 Clay St													
			To:	Fairview Dr													
3907 145 Hunterdale Rd	0.60	5300	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.647	5800	G	2005	
			From:	Fairview Dr													
			To:	North Dr													
3907 145 Hunterdale Rd	0.71	5600	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.618	6200	G	2005	
			From:	North Dr													
			To:	NCL Franklin													
3909 145 Roosevelt St	0.19	440	G	99%	0%	1%	0%	0%	0%	F	0.111	F	0.558	480	G	2005	
			From:	South St													
			To:	Maplewood Ave													
3910 145 Homestead Rd	0.42	550	G	99%	0%	1%	0%	0%	0%	C	0.115	F	0.578	600	G	2005	
			From:	Clay St													
			To:	High St													
3911 145 Gardner St	0.22	930	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.509	1000	G	2005	
			From:	Armory Dr													
			To:	Charles St													
3911 145 Gardner St	0.07	770	G	99%	0%	1%	0%	0%	0%	F	0.118	F	0.582	840	G	2005	
			From:	Charles Street													
			To:	US 58 Bus; Clay St													
3912 145 Fairview Dr	0.25	4500	G	99%	1%	0%	0%	0%	0%	F	0.097	F	0.565	4900	G	2005	
			From:	Hunterdale Rd													
			To:	Crescent Dr													
3912 145 Fairview Dr	0.66	4600	G	99%	1%	0%	0%	0%	0%	C	0.099	F	0.685	5100	G	2005	
			From:	Crescent Dr													
			To:	High St													
3913 145 Southampton Rd	0.21	330	G	99%	1%	0%	0%	0%	0%	F	0.127	F	0.593	360	G	2005	
			From:	Clay St													
			To:	Cypress Ave													
3914 145 Banks St	0.38	3000	G	98%	1%	0%	0%	0%	0%	C	0.08	F	0.529	3200	G	2005	
			From:	Morton St													
			To:	South St													

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						2Axle	3+Axle	1Trail	2Trail							
City of Franklin																
3915 145 Morton St	0.30	1300	G	97%	2%	From: Banks St				F	0.086	F	0.547	1400	G	2005
						To: Oak St										
3915 145 Morton St	0.23	1300	G	97%	2%	From: Oak Street				C	0.101	F	0.556	1400	G	2005
						To: Pretlow St										
3916 145 Crescent Dr	0.66	710	G	96%	3%	From: Fairview Dr				C	0.146	F	0.637	780	G	2005
						To: North Dr										
Beamen St		120	G			From: High Street					0.168	F		130	G	2005
						To: Fontaine Street										
Bruce St		1000	G			From: South St					0.089	F		1100	G	2005
						To: Cool Spring St										
Delk St		640	G			From: South St					0.11	F		700	G	2005
						To: Mariner St.										
Fontaine St		150	G			From: Beamen St					0.106	F		160	G	2005
						To: Norfleet St										
Forest Pine Rd		810	G			From: Homestead Rd					0.1	F		890	G	2005
						To: Crescent Dr										
Laurel St		480	G			From: Bolling St					0.097	F		530	G	2005
						To: Ashton Ave										
Magnolia Ave		70	G			From: Hunterdale Rd					0.241	F		70	G	2005
						To: Dead End										
Meadow Lane		190	G			From: Clay St					0.118	F		210	G	2005
						To: Sycamore Rd										
Old Sedley Rd		870	G			From: Hunterdale Rd					0.101	F	0.648	950	G	2005
						To: Myrtle Dr										
Park Circle		120	G			From: Dead End					0.136	F		130	G	2005
						To: Clay St										
Redwood Ave		70	G			From: Roosevelt Street					0.156	F		80	G	2005
						To: Wilson Street										
Robin Hood Rd		160	G			From: Cypress Ave					0.16	F		180	G	2005
						To: Pine Ave										
Robin Hood Rd		50	G			From: WCL Franklin					0.298	F		60	G	2005
						To: Elm St										
Walnut St		570	G			From: Elm St					0.135	F		620	G	2005
						To: South St										